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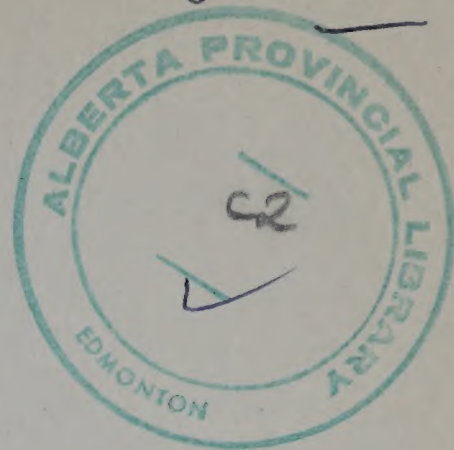
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Study-Coal Branch Subregion.



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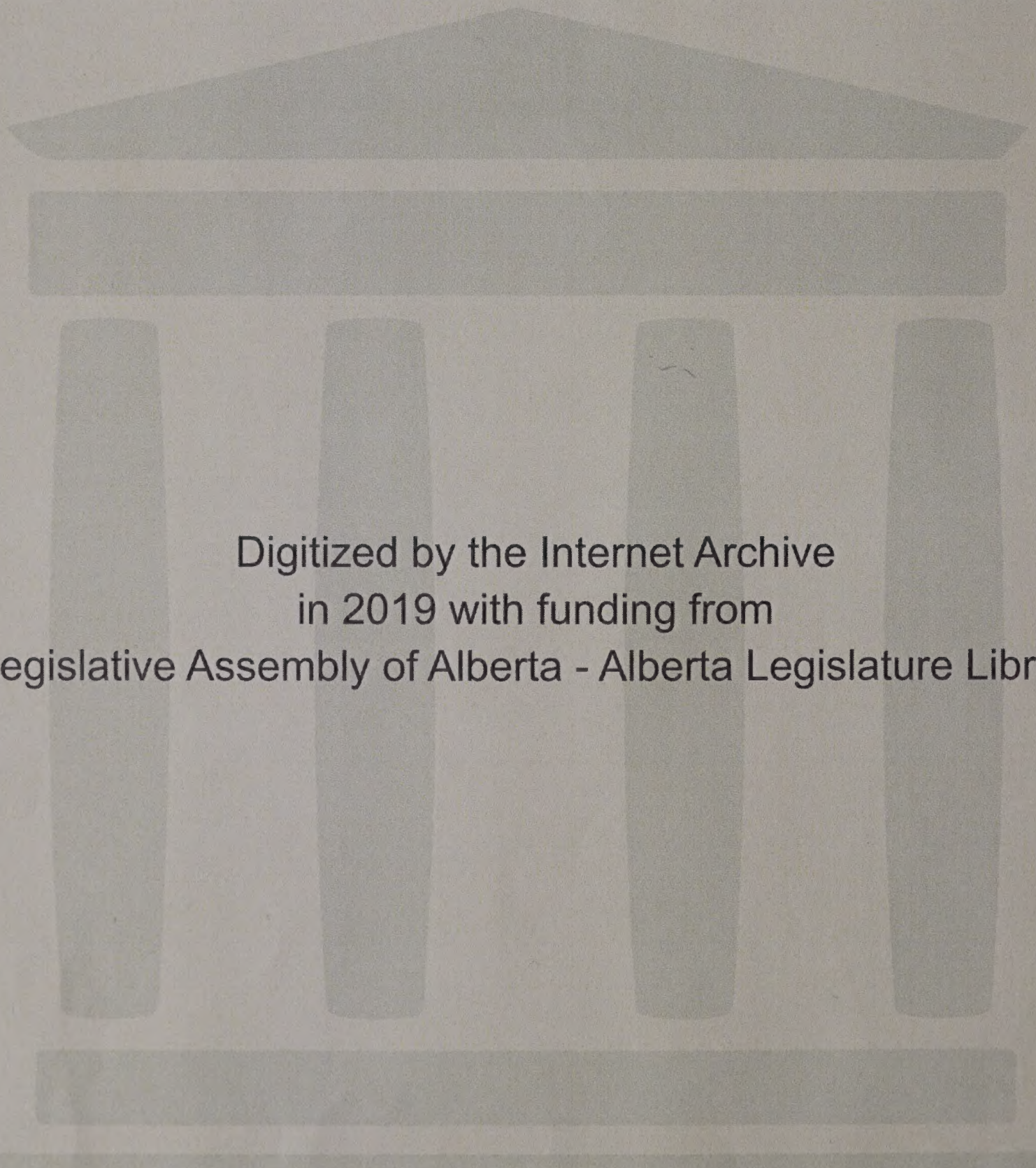
Noel Dant Director

Department of Municipal Affairs

study: coalbranch subregion

Research Division

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SUB-REGIONAL STUDY - COALBRANCH AREA

The study area is located along Highway 47 to the south of Hinton and southwest of Edson and extends from Robb, in the north, to Cadomin, Luscar and Mountain Park in the southwest and to Coal Valley and Foothills in the southeast.

Access to this area is restricted to Highway 47 although a Forestry Trunk road exists from Hinton to Robb and continues on to Nordegg. All the major settlements are located along Highway 47.

The topography of the area is varied from gently undulating forested slopes to steep, mountain slopes as one near the Rockies. The two main rivers in the area are the McLeod and the Embarras which, within the study area, flow generally in a south-north direction. The ground gradually rises from north to south, i.e. elevation of Robb 3,708 feet, Coalspur 3,858 feet, Mercoal 4,405 feet, Cadomin 4,946 feet and Luscar 5,369 feet. Along Highway 47 south to Foothills, Sterco is at an elevation of 4,590 feet and Foothills 4,487 feet.

The whole area is within the "green zone", i.e. land withdrawn from settlement, as defined by the Department of Lands and Forests and is used largely for the production of timber. The whole area is within the Edson Forest Unit with the larger part being within the North Western Pulp and Power Ltd., Forestry Management Unit.

The area under consideration is rich in potential for tourism and recreation. The main access to all points is along Highway 47 which is a good gravelled road (and which is being realigned and improved for most of the way from Highway 16 to Robb).

The present road alignment offers some scenic views of both the Rockies and the foothills in general. Small rivers and streams are abundant, the Highway following the major river valleys (i.e. the McLeod and the Embarras).

Tourist facilities in the area, at the present time, are poor. There are only two Provincial camp sites, one near Coalspur, the other between Cadomin and Mercoal.

Agricultural activity within the area is negligible.

The major settlements of Robb and Cadomin provide the basic services and facilities for the region. Robb, being the larger of the settlements, has the only school and hotel in the area.

Purpose of Study

The Coalbranch area has been "neglected" since coal mining interests declined in the early 1950's. When, due to economic reasons, the coal companies withdrew from the area, many people were forced to move and seek employment elsewhere. The rapid decline in coal production and population can be seen by the fall in number of persons employed in the mining industry. For example, in 1948 approximately 1,600 people were employed in the mines in this area but at the present time there is no mine being worked (see table 1).

This decline in population can be clearly seen in a study of the settlements, some of which have all but vanished. The major remaining settlements, Robb and Cadomin both have a very high percentage of old shacks and poor, third class buildings with only a few modern houses. The remains of other settlements can be seen throughout the area, such as Coalspur and Mercoal whilst other settlements like Diss, Sterco, Coal Valley, Steeper, Shaw, Fidler, and Leyland have vanished completely (apart perhaps from the slag heaps and some derelict mine buildings and machinery).

The study is twofold in nature:

1. It will form part of the comprehensive regional development plan (CD 14 & ID 69).
2. It will lead to the preparation of a sub-regional comprehensive plan of the

Coalbranch area which will indicate possible growth points*, new and extended areas whereby tourist and recreational facilities can be developed and areas requiring face-lift operations.

Brief History of Area

With the coming of the steam engine to the West, prospectors were searching for areas where the right type of coal was available, in sufficient quantity, to make it economic to mine.

In many cases in Canada railroads were built for various purposes and stimulated the development of coal deposits close to the main line. The Coalbranch area, however, was remote from the major through railroads, but had vast reserves of bituminous coal of the type required by the steam locomotives. Thus, in this case, as in the case of the Brazeau branch, a railroad was built specifically to provide access to the coal reserves. The coal mines were then almost entirely dependent upon the railway (C.N.R.) as a buyer.

The railroad to Mountain Park was completed in 1911 and the following year the branch from Coalspur to Lovett was opened.

With time a number of relatively large settlements were established along the railroad, i.e. Robb, Coalspur, Mercoal, Leyland, Cadomin, Mountain Park, Luscar, Coal Valley, Foothills, Sterco, and Lovett. All these settlements were dependent on the mining industry.

*A Japanese delegation is at present touring this and other Provinces with a view to obtaining coking coal supplies for Japanese steel plants. The Luscar area was one of the areas visited and if contracts are signed for the supply of coking coal from this area, the development of this resource will require an additional labour force of approximately 130, necessitating a suitable settlement for the accommodation of these workers and their families.

Final History of Area

With the coming of the steam engine to the West, transportation was revolutionized for areas where the type of road was available, or better, quantity, to make it possible to move.

In many cases in Canada railways were built for various purposes and extended the development of coal deposits close to the mine itself. The Coalbrook area, however, was remote from the major through railroads, but had vast reserves of bituminous coal of the type regarded by the other provinces. Thus, in this case, as in the case of the Hudson Bay area, a railroad was built specifically to provide access to the coal reserves. The coal reserves were almost entirely dependent upon the railway (C.N.R.) as a lifeline.

The railroad to Kootenai Lake was completed in 1911 and the following year the branch from Kelowna to Invermere was opened.

With a number of relatively large coal reserves now developed along the railroad, i.e., Kelowna, Invermere, Penticton, Vernon, and Osoyoos, the Coal Valley, Kootenai, Shuswap, and Invermere, the three subdivisions were dependent on the end of the railway.

A Japanese delegation is at present touring this and other provinces with a view to obtaining rights and capital for development of the Invermere area. One of the most detailed and complete maps of the area is being made by the Japanese. The Japanese are also making a geological survey of the area. The Japanese are also making a geological survey of the area. The Japanese are also making a geological survey of the area.

TABLE 1

TOTAL MEN EMPLOYED IN COALBRANCH AREA 1948-66

Mountain Park Area

(includes Cadomin, Luscar & Mountain Park)

Coalspur Area

(includes Robb, Mercoal, Coalspur,
Coal Valley, Foothills, Sterco)

<u>Year</u>	<u>No. of Men Employed</u>	<u>No. of Men Employed</u>
1948	919	684
1949	703	748
1950	506	861
1951	484	778
1952	334	757
1953	217	701
1954	78	468
1955	85	393
1956	67	370
1957	—	370
1958	2	301
1959	—	166
1960	—	5
1961	—	15
1962	—	12
1963	—	11
1964	—	10
1965	—	3
1966	—	—

Coal output in the area varied from place to place depending on the method of extraction, for example it was easier to obtain coal by strip mining methods than by underground methods.

In 1923 the output per man day in the Mountain Park area (underground) was approximately 3.2 tons. The output in the strip mines at that time was approximately the same. By 1944, however, productivity at the two long established strip mines, Sterco and Coal Valley, had risen to 5.5 and 5.3 tons per man day respectively. Whereas productivity in Alberta's bituminous (underground) mines scarcely increased between 1920 and 1940, productivity at Sterco and Coal Valley almost doubled.

The size of the communities in the Coalbranch area is reflected in the labour force of the mines, for example in 1939 there were approximately 294 persons employed in the mines in the Coalspur area (Robb, Mercoal, Coalspur, Coal Valley, Foothills, Sterco) and 792 in the Mountain Park area (Cadomin, Luscar and Mountain Park). Since that time it would appear that the peak populations were reached around 1947-48 in the Mountain Park area and 1950 in the Coalspur area (see Table 1, page 4).

In the late 1940's and early 1950's one major event spelled disaster for the area. Both railway companies turned to diesel fuel for their locomotives and thus the amount of coal required started to fall.

The first major mine to close down was that at Mountain Park in 1950, and this was followed by Cadomin in 1952 and Luscar in 1956. In 1959 the last major mine to operate in the Coalbranch, at Mercoal, closed down. Since then only small mining enterprises continued until in 1965 the last of these finished.

Thus, there was a rather sudden and total collapse of the regional economy.

This collapse brought great financial hardships to the miners and their families, many of whom had bought their own property in the area. Unlike the miners on the plains, the miners in the foothills had no other income (like agriculture) to turn to and thus they had to move from the Coalbranch to other areas where chances of employment were better. To alleviate hardships through moving, the Provincial Government passed the Coal Mines Rehabilitation Act in April 1954. It provided aid to miners who, due to mine closures, had to move and find other employment. During the first six years after the passing of this Act, 695 families were moved under government assistance, of these 294 were from the Coalbranch area.

As has been stated the main reason for closure of the mines was the change-over from coal fired locomotives to diesel fuel by the railway companies. This, however, was not the only reason. After the second world war much prospecting was done in the Province for other natural resources. Subsequently, large deposits of oil and natural gas were found and a big swing from coal-using equipment to oil and gas machinery came about. (This change-over was not only confined to industry but occurred in residences also). Coal transportation was also expensive over any great distance and while subsidies existed it was still cheaper for the big industrial complexes in Ontario and Quebec to buy coal from the United States. The problem regarding transportation to Ontario and Quebec was also emphasized by the fact that coal from the Coalbranch area could not be stockpiled outdoors for any great length of time without losing much of its heating content.

Two other factors are also applicable to the area; (1) the coal seams as in most of the mountain regions, were irregular in both thickness and angle of dip, and (2) due to the reason just stated, large scale mining equipment could not be used.

There does appear to be, however, a renewed interest in mining activity in Alberta. Industrialists from Japan have inspected a number of locations in the Province. The New Town of Grande Cache was designated on August 30th, 1966, primarily to accommodate the mining population when coal extraction commences (no contract has yet been signed with the Japanese, but coal samples are being taken at the present time).

Japanese industrialists have also visited the Coalbranch area but again a contract has yet to be signed. Should this occur, it is expected to take place before the end of the year and discussions are at present centred on the Luscar/Cadomin area.

It is partly due to the possibility of this renewed interest in mining that this study has been undertaken.

Existing Conditions in Coalbranch Area

As stated previously access to the Coalbranch is restricted to two roads, i.e. Highway 47 from Edson and the Forestry Trunk Road from Hinton to Robb. The area is thus isolated and does not readily attract visitors. Nevertheless, a large number of people visit the Coalbranch area, particularly in the summer months. There are a number of Highway campsites throughout the area as well as a number of summer cottage locations but generally facilities for the tourist are inadequate.

The area is also popular with sportsmen as excellent fishing and good hunting (for moose, deer, elk, etc.) exist. The area is varied in topography and almost completely afforested, with some interesting and contrasting scenic views. Unfortunately, in a number of areas the untidy, somewhat obtruding out-of-place coal tips are seen constantly reminding one of the past industrialization of the area. Ideally, if the Coalbranch were to be cleaned

up completely, these tips, etc. should be removed but the cost of such would be prohibitive. Under the circumstances it is suggested that the tips be at least screened from the Highway and Forestry Trunk Road, with perhaps in cases where the tips attain a high peak, some lowering and rounding off. Many of the coal tips are partially covered with small vegetation but it is felt that the remaining ones, where they are clearly visible from the road or right alongside it, should be seeded. This would mean a separate study, undertaken by a soil and vegetation expert to indicate how much topsoil would be needed and to advise on what grasses and/or trees should be planted.

The following is a brief description of the conditions as they exist in the various areas and settlements of the Coalbranch. Suggestions have also been made as to how the various places may be cleaned up.

ROBB - Existing

The settlement of Robb is situated where Highway 47 and the Forestry Trunk Road from Hinton meet. It was in the past a sizable mining community but since the closure of the mine, the population has declined. It is the main settlement in the Coalbranch with a population largely dependent on the lumber industry. The topography of the townsite is undulating with a large number of stands of trees scattered throughout. There are approximately 100 dwelling units in the settlement at the present time, of which 5 only could be included as modern, well constructed homes. (There are approximately 44 shacks or very poor residential units, the majority of which are permanently occupied).

In addition to a community hall, garage and filling station, post office, store, hotel and ranger station, Robb also has the only school (elementary) in the Coalbranch area. Children from Cadomin and the other settlements travel to Robb daily. Secondary school children travel daily to Edson from Robb. The hotel at Robb is the only one in the Coalbranch area, although there is a small motel at Cadomin.

It can be seen, therefore, that if tourism and recreation is to be encouraged into this area then additional facilities will be required.

Approximately one-half mile south of the main settlement, is a summer cottage development. These summer cottages are on low lying ground adjacent to the river and can only be seen from one vantage point on the highway. Approximately 20 dwellings are located in this area, the majority only being occupied during the summer months. (Three of the summer cottages are of modern construction). This area is capable of taking another 15 to 20 summer cottages.

Road access to Robb is to be improved by the realignment and re-grading of Highway 47 from Edson. The proposed new highway will be realigned and will not pass directly through Robb, as it does at present. (see map B)

ROBB - Proposals

The townsite at Robb is leased by Bryan Mountain Coal Company Ltd. and thus it is thought that people living there have been reluctant to spend too much money on improving their properties situated on leased land. The townsite lease expires on January 1st, 1969.

One of the main proposals for Robb is, therefore, a general tidying up of the settlement itself. A number of houses need repairs and many more, repainting. There are a number of derelict cars and other pieces of machinery which would be better removed. Fences need repairing and one or two derelict buildings need demolishing.

Most of the above improvements need to be carried out by the householders themselves and it is suggested, therefore, that a complete inventory be taken of all houses and buildings in the settlement and a list be made of all reasonable improvements necessary to tidy up the settlement. A guide could also

be given to persons wishing to repaint their houses to attain a cohesive and complimentary street picture.

It is likely that the Bryan Mountain Coal Company will terminate their lease before the due date, i.e. January 1st, 1969. The land will then revert back to the Department of Lands and Forests, in which event it is possible that a number of the Robb residents would wish to purchase the land on which their dwelling is situated. This transfer of ownership could be made conditional, e.g. the Department of Lands and Forests could stipulate that before land transfer or the signing of long-term leases, certain dwelling improvements would have to be carried out.

A few buildings will not need any external improvements, one of the most important ones being the hotel. It has an excellent situation and is an asset in the landscape. An excellent view of the hotel is gained when approached from the south, i.e. Cadomin direction.

One other area that badly needs cleaning up is the site of the lumber camp. A mound of sawdust together with old buildings and machinery has been left in a large open site. Admittedly, the site is somewhat removed and screened from the major roadways but an effort should be made to get the site cleared up. At present students and unemployed persons are bagging sawdust from the mound under a scheme inaugurated under the ARDA staff at Edson. Not only is this an attempt to reduce the unsightly nature of the mound but it could be the foundation of a profitable source of employment in the area.

At the present time there is no public open space in the settlement. A small playground, if located near the centre, would be an advantage to the settlement.

If Robb is to maintain its importance in the region, then it is

considered essential to expand the holiday/recreational aspect. A second summer cottage area could be located to the east of the settlement alongside the river (see map B). This area could accommodate 20-25 summer cottages. The existing access to this area is inadequate and would need to be improved if the proposal is acceptable.

CADOMIN - Existing

Cadomin is situated at the southwestern tip of Highway 47 and is thus at the end of a long cul-de-sac. The townsite itself is situated in a broad, flat valley with steep slopes on either side. To the east of the settlement is the McLeod River.

There are approximately 100 residential units in the settlement which vary in condition from good, modern homes to shacks and very poor houses. Due to the fact that a large number of the houses are boarded up (for protection from the sudden, strong winds) it is not known how many dwellings are presently occupied or used seasonally.

One store provides the commercial services for the settlement whilst there is a motel with 3 units, one garage and filling station, one curling rink and one community hall.

Due to the fact that Cadomin, unlike Robb, is situated on a flat almost treeless site, the settlement appears far less interesting with a more regular grid-iron street pattern. Due to the closure of the mines in the area, a large number of people moved away and many buildings were removed. Thus, there exists many gap sites together with large areas of open ground which could be used for residential purposes if any renewed interest is shown in mining in the area.

As stated previously, elementary school children from Cadomin travel daily to Robb for schooling. Secondary students, however, travel to Edson where many board out for either a week or a term at a time.

One of the main sources of employment in Cadomin is the limestone quarry to the south of the main settlement. The limestone is transported out of the area by rail.

CADOMIN - Proposals

A number of derelict buildings exist in the townsite which should be demolished, i.e. the old building in photograph number 1, a burned down house in photograph number 3, a large number of apparently unoccupied shacks and a bridge over the McLeod River in photograph number 2. The derelict buildings are more prominent in Cadomin than those in Robb due to the lack of trees and the regular street layout. Here again, as in Robb, a general clean-up and paint-up would greatly improve the appearance of the settlement.

The site of Cadomin Mine is made obvious by the large amount of colliery waste in the vicinity. This waste could be better graded in places and possibly covered with soil and then seeded with grass, trees and bushes. For such a proposal, however, a soil and vegetation expert would need to be consulted.

Cadomin, unlike Robb, does not have any distinct summer cottage area separate from the settlement. It is considered that a specific area for summer cottages would be an advantage but it is not vital. The position and development of Cadomin does not lend itself readily to the formation of a separate area for seasonal visitors but there are two possibilities - both on higher ground to the west of the settlement (see map A).

One of the major attractions to the area if satisfactorily publicized and developed, could be the Cadomin Caves. Guided tours of the caves and the mountain region surrounding Cadomin could lead to an increase in the number of tourists to the settlement. Fishing and hunting are also popular in the area.

As in Robb, however, tourist facilities are lacking and additional accommodation and commercial facilities would need to be provided.

MERCOAL AND COALSPUR

These settlements are smaller than Robb and Cadomin but the same general delapidation exists in both.

Coalspur has approximately six houses plus a number of old timber buildings in varying stages of collapse and ruin. The old mine is particularly untidy as it is in full view from the Highway. These old buildings should be removed.

Mercoal is somewhat further removed from the highway and is screened from it to some extent. Mercoal, however, has a vast, almost level area entirely covered with colliery waste. This space does need some vegetation cover.

There are a number of boarded-up residences and stores with a few shacks and some 15 to 20 inhabited houses (including a post office building). There are no commercial or community buildings in either settlement.

It would appear that at the present time there is no market available for the coal in the immediate areas adjacent to the settlements although the coal companies with leases in these areas indicate that, if a market were available, then strip mining operations would recommence.

LEYLAND, LUSCAR AND MOUNTAIN PARK

These settlements have disappeared completely with the exception of colliery waste material plus a station building at Leyland.

STERCO, COAL VALLEY, FOOTHILLS & LOVETT

With the exception of one inhabited house at Coal Valley and a store and house at Lovett, there is now no trace of any of these former settlements.

This branch of the area is the most depressing, as for a long section from Diss to Lovett, the Highway runs alongside an almost continuous ridge of colliery waste. In places this waste material is screened from the Highway but in other places the bare, black slopes of the ridge are only too noticeable.

If possible, the high peaks of this waste material should be lowered so as not to protrude above the tree line. Where possible trees should be planted alongside the highway to screen off this almost continuous ridge.

Part of the area covered by colliery waste has been flooded and a lake created and stocked with fish. The lake slopes, however, are still bare and would look far more attractive if covered with vegetation of some kind.

OTHER PROPOSALS

Due to the great number of tourists and hunters to this area in the summer months, more accommodation facilities should be provided. At the present time apart from one hotel (at Robb) one motel with three units (at Cadomin) and two Highway campsites, no other tourist accommodation is available. As a general rule before tourists will travel to remote areas, they check on accommodation facilities and so it would be in the interest of the area if another motel/hotel be established.

Cadomin has extremely poor facilities for tourists and does not even have a restaurant. If, however, the town expands due to renewed mining activity in the area, it is reasonable to expect an increase in the commercial/business establishments.

It is understood from the Department of Lands and Forests (Forest Surveys and Planning Branch) that an expansion of tourist facilities is envisaged for this area.

A forestry trunk road, whose anticipated completion is within the next five years, is to be constructed from Mountain Park west to join the forestry trunk road again (see map C). This proposed road will make accessible one of the most spectacular parts of the Rockies and provide better access to fishermen and hunters. The Forest Service plan to construct two large recreational camp and trailer sites at points along this road with the possibility of establishing trail rides. Once this road is constructed, the number of tourists to the Coalbranch area as a whole is expected to increase rapidly and Cadomin, at present an 'end of line' settlement, should experience considerable gains from this proposal.

The Effect of Renewed Mining Activity in the Area

At the present time because of Japanese interest, the possibility exists of a revival in mining activity in the Luscar/Cadomin area. Should the present negotiations be satisfactorily concluded with the Japanese, the mining Company concerned would wish to house their workers in the vicinity of Cadomin. Subject to further detailed investigations Cadomin could be the centre of activity and there exists at the present time a large amount of vacant land which could accommodate the additional dwellings and services. Should a contract be signed before the end of the year, the Company envisage the carrying out of preliminary work on the Luscar site during 1968 so that production can start in 1969. This would allow time to complete a feasibility study of Cadomin itself - investigation of the drainage, water supply, flooding and the high velocity wind questions.

Population

Assuming that 130 employees (all married) will be required for the proposed strip mining operation, then the following breakdown has been obtained:-

Labour Force	-	130
Number of Families	-	130
Number of Children	-	234 (using Provincial average of 1.8 children per family)
	or	260 (using average number of children per family for Towns of Edson, Hinton & Whitecourt, i.e. 2.0 children per family)
Sub Total		<u>494 - 520</u>

In addition the number of service workers required, calculated at two persons per fifteen employees, will be eighteen. In many cases, services

such as shopping, filling stations, cafes, etc. are run jointly by husband and wife and so it is anticipated that the eighteen service workers will be made up as follows:-

<u>Service Workers</u>	<u>No. of Families</u>	<u>Children</u>	<u>Single Persons</u>
18	4	7	10
			SUB TOTAL - 25

From the above it can be seen that between 520 and 545 persons will be coming into the area.

Land Requirements

On the assumption that the population of Cadomin is to increase by approximately 520 - 545 persons, then sufficient land for residential, commercial and community facilities must be available.

Residential

If an additional 134 families move into the area, then 134 dwelling units will be required. At a gross density of 4 dwellings per acre, then $33\frac{1}{2}$ acres of land will be required for residential purposes. At the present time it is estimated that approximately 20 - 25 acres within the existing settlement could be used for this purpose. This would involve a replotting scheme being carried out which would lead to the removal of some of the poorer houses and shacks.

The remaining $8\frac{1}{2}$ - $13\frac{1}{2}$ acres of land required for residential purposes could be sited to the west of the existing settlement at a higher altitude. At the present time this land is covered with timber but a relatively level site could be cleared and a new subdivision started. It is thought that

part of this site could be used for summer cottage location also.

As with most new towns, there is at the start a high percentage of people living in trailers and temporary homes. A trailer court with adequate facilities should, therefore, be of first priority to accommodate approximately 50 trailers. As the number of trailers decrease, then part of the trailer court could be used for permanent residential buildings.

Commercial

One store serves the community at the present time. With a new influx of people, however, it is likely that a number of commercial enterprises will be located in the settlement.

A number of North American communities with populations of 5,000 persons or less are using the standard of 3.1 acres per 1,000 persons. On this basis approximately 2.1 acres of ground would be required. This could be accommodated within the existing settlement. (It is hoped that a hotel be erected to serve the larger community and also to cater for the anticipated increase in the number of tourists to the area).

Education

It is estimated that between 240 and 270 children will be coming into the area, with "between 20 - 30% of the total population being within the school attendance group" (Dept. of Education). This would mean that between 140 and 190 children will be requiring schooling. The breakdown into the grades of education would be as follows:-

<u>Grades</u>	<u>Percentage</u>	<u>No. of Pupils</u>
Elementary	60%	84 - 114
Junior High	24%	34 - 46
Senior High	16%	22 - 30

At the present time Robb, having the nearest elementary school, has an attendance of 88 pupils whilst the capacity is for 100 pupils. Such an increase in the number of elementary pupils at Cadomin would warrant the construction of a school at that settlement. The education authorities for that area cannot give any indication at the present time as to what course of action it would take if such an expansion of the Cadomin settlement were to take place.

An area of 4.6 acres has, however, been shown for school purposes within the existing community (this land can be used for residential purposes if it is decided not to erect a school at Cadomin).

Community, Recreational or Other Public Uses

At the present time the playground at Cadomin is completely overgrown, with the slides and swings broken. Based on the National Recreational Standards of 10 acres of public open space per 1,000 persons, then approximately 6 acres of land should be left for public open space.

A new equipped playground should be provided together with a larger open space for recreational purposes. If a school is built at Cadomin, then it is reasonable to suggest that the school grounds could be used for recreational purposes.

The curling rink is used during the winter months but could do with some external repairs, whilst the community hall, situated at the southern edge of the settlement, also appears to need renovating. There are no other community facilities available.

A hospital erected a few years ago by the owners of the quarry at Cadomin, is now empty. This building, of sound construction, could be used again as a hospital to serve the new community.

High Velocity Winds

Cadomin, unlike other settlements in the region, is in the path of high velocity winds which come downstream, i.e. from the south. From local records taken during the winter months (October - February inclusive) of 1960, 1961 and 1962, it would appear that no one winter month has a greater number of days with high velocity winds than any other. Neither does there appear to be any gradual build-up in wind speed. The picture is one of widely fluctuating wind speeds - calms one day, gales the next. The high winds in the winter months also create snow drift problems in the settlement.

Unfortunately, no wind speed records are available for the summer months, but it is understood that the frequency of high velocity winds is greatly diminished. It is because of this frequency and the unexpectedness that many of the permanent and summer cottage homes are boarded up.

In an attempt to reduce the wind speed through the settlement, it is considered advisable to have a windbreak and a start on a tree planting scheme is recommended. The Cadomin site is practically devoid of trees with the houses situated in the bottom of a relatively wide, steeply sided valley. In implementing a tree planting scheme, it is suggested that the trees be located on a SW-NE and SE-NW axis (to deviate the winds).

The proposed trailer court, although centrally situated within the settlement, should have a belt of trees planted along its southern boundary.

The conditions in the proposed new residential and summer cottage areas, to the west of the existing settlement, would partly be protected by the

existing trees. Care must be taken when designing this subdivision, to retain as many of the existing trees as possible to protect and help shelter the dwellings from the strong winds.

Conclusions

It would appear that the main problem in the landscaping of pitheads is one of finance.

The Department of Lands and Forests and the Mines Branch of the Department of Mines and Minerals have indicated that they have no authority to request the coal companies concerned to tidy up the sites, and the Surface Reclamation Council, although aware of the problem, has no funds available for such a project (at the present time the Council is primarily engaged in safeguarding dangerous and hazardous mines).

Under the auspices of ARDA a regional plan is to be prepared for Census Division 14 and the proposed Federal/Provincial agreement includes funds for tourist and recreational areas.

It would appear, therefore, that a co-operative effort will be required in conjunction with a phased plan of action, e.g. the first phase would envisage the clean-up of the settlements, then the colliery waste heaps where they need integrating with the surrounding landscape by remodelling, regrading and covering with vegetation.

The Lands Branch has suggested that the concept of the reclamation should include not only the improvement of aesthetics along the highway, but also the restoration and correction (if required) of watershed and pollution problems. Such a comprehensive scheme, though not originally part of this study, will form part of the further investigations required to be carried out for the suo region in conjunction with other Government Departments.

In recent years there has been an increasing demand for summer cottage development in this area. This report, if approved, lays the foundation for fulfilling this demand by establishing certain policies, included in which will be the need to ensure that no further scattered development takes place. Strict control must be enforced by both the Department of Lands and Forests and the Provincial Planning Branch (Department of Municipal Affairs).

